a. Voltage: 13.5-15.5 volts.
b. Amperage: 0-5 amps.

If the charging current is considerably lower than specified, check the alternator and/or the regulator. Less likely is the possibility that the voltage is too high; in that case the voltage regulator is probably at fault.

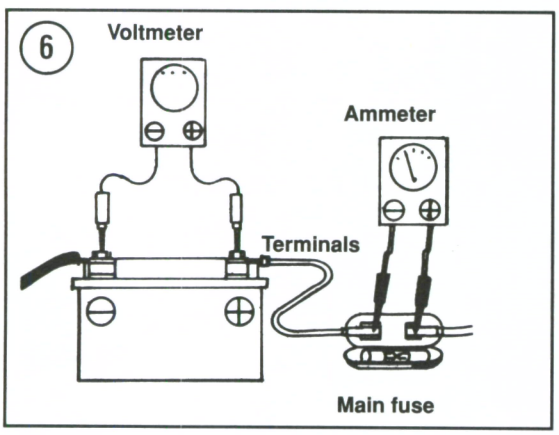
9. Test the separate charging system components as described under the appropriate headings in this chapter.
10. After the test is completed, disconnect the voltmeter and ammeter.
11. Reinstall the main fuse.
12. Install the battery cover, bolts and the seat.

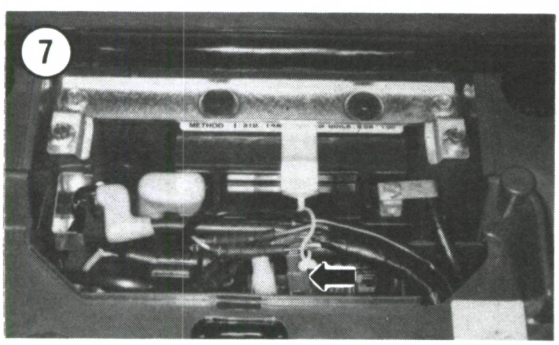
ALTERNATOR

Alternator rotor and stator assembly removal and installation procedures are covered in Chapter Four.

Stator Charge Coil Testing

It is not necessary to remove the stator plate to perform the following tests. In order to get accurate resistance measurements the stator assembly and coil must be warm (minimum temperature is 20° C—68°F). If necessary, start the engine and let it warm up to normal operating temperature.





1. Remove the seat.
2. Disconnect the white 3-pin electrical connector from the alternator.
3. Use an ohmmeter set at R × 10 and check resistance between each yellow wire on the alternator side of the connector.
4. The specified resistance is 0.09-0.11 ohms. If there is continuity (indicated resistance) and it is within the specified resistance, the coil is good. If there is no continuity (infinite resistance) or the resistance is less than specified, the coil is bad and the stator assembly must be replaced (the individual coil cannot be replaced).
5. Use an ohmmeter set at R × 10 and check resistance between each yellow wire and ground. If there is continuity (indicated resistance) between any yellow wire and ground the coil is shorted and the stator assembly must be replaced (the individual coil cannot be replaced).
6. Apply Dielectric Compound (available from a Honda dealer) to the electrical connector prior to reconnecting it. This will help seal out moisture.
7. Make sure the electrical connector is free of corrosion and is completely coupled to each other.

VOLTAGE REGULATOR/RECTIFIER

Voltage Inspection

If the regulated voltage is out of specification, measure the voltage between the following terminals.

1. Remove the seat.
2. Remove the bolts (A, **Figure 3**) and remove the battery box cover (B, **Figure 3**).
3. Disconnect the voltage regulator/rectifier 3-pin electrical connector (**Figure 7**) containing 3 wires (one red, one green and one black).
4. Connect a 0-15 *DC* voltmeter between the wiring harness side of the battery charge line terminals as follows: positive(+) to red and negative (–) to green. There should be battery voltage present.
5. Connect a 0-15 *DC* voltmeter between the wiring harness side of the battery voltage feedback line terminals as follows: positive(+) to black and nega-